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displacement of 300 tens.  The drifters are assembled by riveting. In the speed of the drifters was 12 mots. 2 in Stralsund, since, because of their draught, the drifters otherwise could not be transferred to the Laltic. Repairs to albe barges and steamers are also made in the shipperd. The number of drifters transferred to Stralsund for final assembly was seven in 'u. wst 1950. The annual quota of the yard for 1950 was said to be fixed at 23 drifters with a total value of 12,000,000 eastmarks. A total of 10 drifters was built to date. All drifters transferred to Stralsund were delivered to the U.S.S.R. on reparations account.  5.  as of 1 Larch 1950 the value of the machinery steel plates and rough castings 2,000,000 eastmarks; and that of ceni-finished products about 1,500,000 eastmarks. Itsel plates, rolled material and rough castings were supplied by the Verginite Heller Tarks in Target West 1950.	2.	Prior to 1945 the shipperd was named Gebrueder Sach Rossley/Elbe. Its present designation is Versinian	conhome to calif	6 m
as of 1 Earch 1950 the value of the machinery at the shipperd was 2,500,000 eastmarks; the value of the rolled material, steel plates and rough castings 2,000,000 eastmarks; and that of ceni-finished products about 4,500,000 eastmarks. Steel plates, rolled material and rough castings were supplied by the Versingte Heller Cook, in Terror West West and the casting were supplied by the Versingte Heller Cook, in Terror West West and the casting were supplied by the Versingte Heller Cook, in Terror West West and the casting were supplied by the Versingte Heller Cook, in Terror West West and the casting were supplied by the Versingte Heller Cook, in Terror West West and the casting were supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook, in Terror West West and the casting was a supplied by the Versingte Heller Cook and the casting was a supplied by the Versingte West and the casting was a supplied by the Versingte West and the casting was a supplied by the Versingte West and the casting was a supplied by the Versingte West and the casting was a supplied by the Versingte West and the casting was a supplied by the Versingte West and the casting was a supplied by the version was a supplied by	_	Prior to 1945 the shipperd was named Gebrueder Sach Rosslau/Fibe. Its present designation is Vereinigue Lauer Schiffswerft, Rosslau/Tibe. *  Director Harl Minrichs, a former locksmith, is manager ananger is one Tousener, (fnu), formerly employed as by the Sachsenberg Yard. Commercial manager of the Labor force at the shippard numbered 1,300 workers, there during the war. The personnel on 15 July 1956 employees. There were 325 laborers employed in criticolated at the offices, did kitchen work or were employ worked at the offices, did kitchen work or were employed are permanently engaged in assembly work. There are also 135 female employees at the warf in	senberg AG, Schilling Volkseigener er of the shipyers a locksmith and yard is Fritz Equincluding FWs er D was 1,475 world fter building; 25 loyed as carriers	ffbau, Terften, Ross- rd; deputy I shipwright gert. The uployed men and To persons s; another
The state of the s	3.	Prior to 1945 the shipperd was named Gebrueder Sach Rosslau/Fibe. Its present designation is Vereinigus Lauer Schiffswerft, Rosslau/Tibe. *  Director Warl Minrichs, a former locksmith, is managemanager is one Tousener, (fnu), formerly employed at by the Sachsenberg Yard. Connercial manager of the Labor force at the shippard numbered 1,300 workers, there during the war. The personnel on 15 July 1950 employees. There were 325 laborers employed in criworked at the offices, did kitchen work or were employees. There were 325 laborers employed in criworked at the offices, did kitchen work or were employees. There are also 135 female employees at the yard, induction work. **  Work in the yard in done in three shifts. Trifters of 3h.70 meters, a draught of 2.93 meters, a molded displacement of 300 tons. The drifters are assembled by riveting. Engines and in Stralsund, since, because of their draught, the described in the shippard. The number of drifters transfersed to the Laltic. Repairs to like barge made in the shippard. The number of drifters transfersed to be fixed at 23 drifters with a total value of a total of 10 crifters was built to cate.	semberg AG, Sching Volkseigener  er of the shippens a locksmith and yard is Fritz Eg including PWs er of was 1,475 works fter building; 25 toyed as carriers in Stralsund (Educing No employ built there have depth of 3.20 med auxiliaries are strifters otherwises and steamers a ferred to Stralsund of the yard for f 12,000,000 cas	ffbau, lerften, Ross- rd; deputy dishipwright gort. The uployed men and 50 persons s; another 55/D 44). red in pro- e a length pters and a us 12 huots. 25 c installed he could not re also and for final 1950 was
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CENTRAL	INTELL IGENCE	AGENCY	

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25X1

non-ferrous iron in Wettstedt/Harz (1 52/D 6h), and a rolling mill in Therstedt/Harz near Bornburg (1 52/D 76). Bet winches for the drifters are furnished by the allowerke in Mosslau. Finished iron structures, such as rail standard and iron tairs, are provided by Paschinenfabrik Polysius SAG in

- 6. The shippard has its own power station. The daily consumption averages between 3,500 and 3,300 kilowatts. If the yard's own power station fails, current to obtained by switching over to energiework little in Dessau.
- 7. The plant police totals 55 men who patrol the yard.

Lessau (1 52/L 17).

*		25 <b>X</b> 1
	built between 1911, and 1913. Its production consisted of the barges and	
	river tank-boots prior to 1930. The shiggerd was then converted to armoment	
	production, such as the construction of iT boots for the Corman Many and	
	account borts for engineer units of the come After the Conist influsion in	
	1955 the shippord was almost entirely dismartled. Its reconstruction took place	e <sub>oev</sub> a
_	3n 1017 and 1010.	25/1
**		
	shipperd will be raised to 2,000 workers and employees by the end of 1950.	

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